





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "PO WAN" ..... 2,338 tons ..... Captain W. A. Valentine.  
 "FATSHAN" ..... 2,350 " ..... " R. D. Thomas.  
 "HANKOW" ..... 3,073 " ..... " C. V. Lloyd.  
 "KINSHAN" ..... 1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM" ..... 1,363 tons ..... Captain H. D. Jones.  
 Departures from Hongkong to Macao on week days at 2 P.M.  
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.  
 Departures from Macao to Hongkong on week days at 7.30 A.M. On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 219 tons ..... Captain T. Hamlin.  
 Service temporarily suspended.

## JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" ..... 588 tons ..... Captain J. Wilcox.  
 "NANNING" ..... 569 " ..... " G. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trip take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD &amp; SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th October, 1906.

## JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October
TJILIWONG	JAPAN	First half November	JAVA P. RTS.	First half November
TJIMAH	JAVA	First half November	JAPAN VIA SHANGHAI	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	Second half November
TJIPANAS				

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375,  
 YORK BUILDINGS, 1st Floor.  
 Hongkong, 17th October, 1906.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.

THE steamers sail from HONGKONG to SAMSHU, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip ..... \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

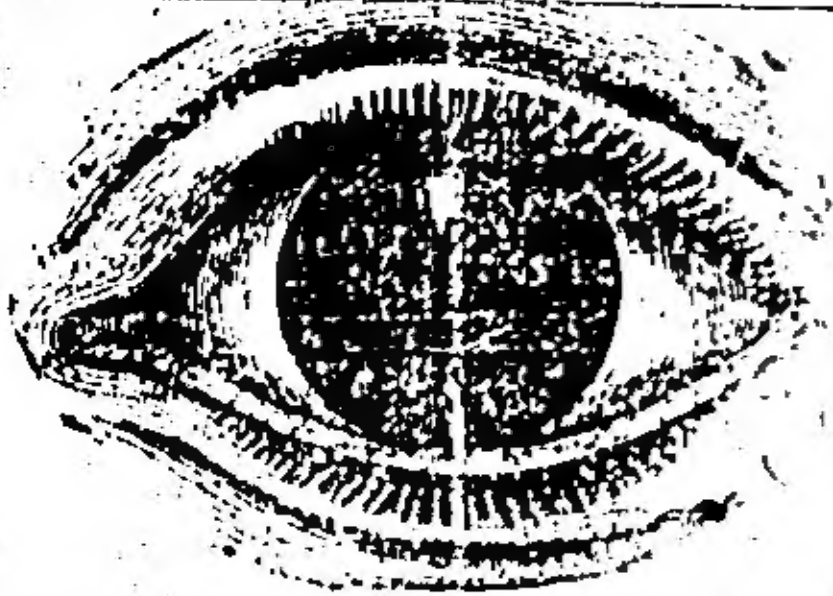
For further information, apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO. HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, CALCUTTA, SHANGHAI,  
 27, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.  
 Hongkong, 27th November, 1905.

## Dentistry.

Dr. M. H. OHAUN,  
 THE LATEST METHOD  
 of the  
 AMERICAN SYSTEM OF DENTISTRY,  
 37, DES VŒUX ROAD CENTRAL.  
 From the University of Pennsylvania, U.S.A.  
 Hongkong, 22nd July, 1905.

TSIN TING.  
 LATEST METHODS OF DENTISTRY.  
 STUDIO AT NO. 14, D'ARQUILLAR STREET.  
 REASONABLE FEES.  
 Consultation Free.  
 Hongkong, 10th July, 1904.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR  
 SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA,  
 ANTWERP, BREMEN/HAMBURG;  
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND  
 SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.

ON WEDNESDAY, the 24th day of October, 1906, at Noon, the Steamship PRINZ LUDWIG, Captain F. von Binzer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 22nd October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 23rd October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 23rd October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUER:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,

BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
SANDAKAN	4,703	THURSDAY, 18th October.
WILLEHAD	4,703	TUESDAY, 13th November.
PRINZ SIGISMUND	3,302	TUESDAY, 11th December.

ON THURSDAY, the 18th day of October, 1906, at Noon, the Steamship SANDAKAN, Captain G. Wendig, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£34	£20	£14	Return £54	£36
TO SYDNEY	£33	£23	£15	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$50.00	\$30.00	Return \$170.00	\$120.
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	WILLEHAD	WEDNESDAY, 24th October.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 24th October.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BUELOW	WEDNESDAY, 7th November.

\* Reaching Yokohama in less than 6 days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co. O. & O. S. S. Co. T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO.,

Hongkong, 12th October, 1906.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 28.6 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favorably with that of any port in the world.

Telephone: Nos. 373, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt

Liebers, Scotts,

A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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## F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
 ST. GEORGE'S BUILDING,  
 HONGKONG,  
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
 HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for  
 FERGUSON'S SPECIAL CREAM and  
 P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.  
 EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK

## REASONABLE PRICES.

Hongkong, 7th March, 1905.

## A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—break down, as it were, of the vital forces that sustain the system. No matter what may be the cause, it is always the more prominent being, sleeplessness, sense of prostration or weariness, loss of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is a powerful restorative.

**THERAPION No. 3** is a powerful restorative, and a new existence in place of what had been a "used up" and "broken down" system. This wonderful restorative is purely vegetable and innocuous, is agreeable to the taste, and is available for all constitutions and conditions, in either sex, and it is difficult to imagine a case of debility, that will not be speedily and permanently benefited by this never-failing recuperative essence, which is destined to cast into oblivion everything that had preceded it for this wide-spread and numerous class of human ailments.

## THERAPION

is sold by the principal chemists throughout the world. Price in England 2/6 and 4/6. Purchasers should see that the word "THERAPION" appears on British Government Stamp (the white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd.,  
 Hongkong, China and Manila.

[Q]

## FURNITURE WAREHOUSE.

## LI KWONG LOONG &amp; CO., 司公隆廣李

CABINET-MAKERS AND ART DECORATORS,  
 from Shanghai, has re-opened their  
 FURNITURE STORE

at

No. 35, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson &amp; Co., Ltd. write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON &amp; Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

## For Sale.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN &amp; CO.

Hongkong, 10th January, 1904.

## THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals by Lisard, Roman, Jolbert, Yelpeu and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

**THERAPION No. 1** is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effectually superseding injections, those of which cause irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, caught bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

**THERAPION No. 2** purifies the blood, cures skin eruptions, rashes, and all the eruptions of the skin, and restores the vitality of the system, and all the distressing consequences of syphilis, recent, residence in hot, unhealthy climates, &c. It restores a suffering man in restoring strength and vigor to the debilitated.

**THERAPION No. 3** for nervous exhaustion, restores vitality, complexion, and all the distressing consequences of syphilis, recent, residence in hot, unhealthy climates, &c. It restores a suffering man in restoring strength and vigor to the debilitated.

**THERAPION** is sold by the principal chemists throughout the world. Price in England 2/6 and 4/6. Purchasers should see that the word "THERAPION" appears on British Government Stamp (the white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON &amp; Co., Limited,

Hongkong, China and Manila.

## FOR SALE.

WELSHBACH'S  
 IN-DOOR &  
 OUT-DOOR  
 4-LIGHT  
 GAS ARC  
 LAMPS,  
 DO. BOXED  
 LIGHTS,  
 DO. HAN-  
 D LAMPS,  
 DO. MAN-  
 TLES, CHIM-  
 NEYS, GLO-  
 BES, SHA-  
 DES, &c., &c.,  
 and INCAN-  
 DESCENT  
 GASOLINE  
 LAMPS of all  
 descriptions  
 from best  
 makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE LAMP OILS, kept in stock.

TAI KWONG CO.,  
 109, Des Vœux Road Central,  
 Hongkong, 1st October, 1905.

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TAI KWONG CO.,  
 109, Des Vœux Road Central,  
 Hongkong, 1st October, 1905.

[49]

## TRADE MARK

COURE  
 MEN & WOMEN  
 BIGG is a non-poisonous  
 remedy for any venereal  
 discharge and for all  
 irritation or ulceration of  
 mucous membranes. Painless,  
 guaranteed not to irritate.  
 Prevents contagion.

SOLD BY CHEMISTS.

Circular mailed on request.

Manufactured by

The Evans Chemical Co.

CINCINNATI, O., U.S.A.

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## Intimations.

# Powell's

ALEXANDRA  
BUILDINGS.

JUST ARRIVED  
from Europe.

## FASHIONABLE COSTUMES

Smart, Well-cut and  
Dainty.

Reasonable Prices.

A Choice Selection  
of the  
NEWEST AUTUMN  
JACKETS

from  
\$14.50  
Each.

Some Up-to-date Light  
and Medium-weight  
TWEED

## DRESS SKIRTS

Well-made, Smart.

Also  
DRESS FABRICS,  
GLOVES, LACES,  
TRIMMINGS,

BL. USES  
and a dozen of the  
Very Latest

## FEATHER STOLES.

W.M. POWELL,  
LTD.,  
HONGKONG.

Hongkong, 9th October, 1906.

## Intimations.

K. A. J. CHOTIRMALL & CO.,  
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and  
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND  
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES  
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).

HANDKERCHIEF BOXES, GLOVE  
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA  
SERONGS.

MANDARIN COATS, COTTON  
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

CANTON INSURANCE OFFICE,  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY  
MEETING OF SHAREHOLDERS  
will be held at the Offices of the Undersigned  
at 12 o'clock (Noon), on SATURDAY, the  
20th instant.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 6th to the 20th  
instant, both days inclusive.

JARDINE, MATHESON & Co.,  
General Agents,  
Canton Insurance Office, Limited,  
Hongkong, 2nd October, 1906. [570]

THE HONGKONG  
STUDIO,  
HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS AND ENLAR-  
GING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 1st September, 1906. [161]

## To Let.

TO LET.

ONE GODOWN, at EAST POINT, close to  
the Water, suitable for the storage of any  
Cargo.  
Floor Area 5,100 square feet.  
Apply to—  
JARDINE, MATHESON & Co.,  
Hongkong, 15th October, 1906. [1009]

TO LET.

EUROPEAN SHOPS, OFFICES, and  
GODOWNS (suitable for Dry Goods  
Storage) at No. 14, Des Vaux Road Central,  
(formerly occupied by Messrs. Shewan, Tomes  
& Co.).  
Apply to—  
HO TUNG,  
Comptroller Department,  
Jardine, Matheson & Co.,  
Hongkong, 26th September, 1906. [1949]

TO LET.

OFFICES in KING'S BUILDING and  
YORK BUILDING.  
GODOWNS on PRAYA EAST.  
A HOUSE in CLYTON GARDENS, Con-  
duit Road.  
A HOUSE in RYAN TERRACE.  
A HOUSE in WONG-HEI-CHONG ROAD.  
FLATS in MORETON TERRACE.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT AGENCY CO., LTD.  
Hongkong, 5th September, 1906. [72]

TO LET.

A HOUSE in KNUTSFORD TERRACE,  
KNUTSFORD.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT AGENCY CO., LTD.  
Hongkong, 31st July, 1906. [789]

TO LET.

HOUSES in MORRISON HILL GAP ROAD.  
4 Rooms with necessary Bathrooms and  
Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL"  
BUILDINGS, No. 147, Wanchai Road. Each  
suite contains Bathroom and Kitchen. Very  
Low Rent.

GODOWN, No. 9, "WILD DELL" BUILD-  
INGS.

Apply to—  
PERCY SMITH & SETH,  
Accountants and Auditors, &c.,  
5, Queen's Road Central.  
Hongkong, 24th July, 1906. [767]

## Notice of Firm.

NOTICE.

WE have Established ourselves to-day  
under the Firm name "ULDERUP  
& SCHLUTER," Hongkong, as GENERAL  
MERCHANTS and ENGINEERING AGENTS.  
J. P. ULDERUP.  
C. SCHLUTER.

Office: 1 & 2, Beaconsfield Arcade,  
Hongkong, 15th October, 1906. [1008]

## Consignees.

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex  
s.s. *Boyd* and *Medea*, from Havre ex  
s.s. *Boyd*, and from Bordeaux ex s.s.  
*Ville de Marseille*, in connection with above  
Steamer, are hereby informed that their  
Goods, with the exception of Opium, Treas-  
ure and Valuables are being landed and  
stored at their risk into the hazardous and/or  
extra hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited, at  
Kowloon, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon TO-DAY, requesting it to be  
landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed after  
MONDAY, the 22nd October, at Noon, will be  
subject to rent and landing charges.

All claims must be sent in to me on or before  
the 22nd October, or they will not be recognised.

All damaged packages will be examined on  
MONDAY, the 22nd October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 15th October, 1906. [11]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship

"NAMSANG"

having arrived from above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after 4 P.M., the 19th instant, will be  
landed at Consignees' risk and expense. Claims  
for rain damage to Cargo landed into Godown,  
at Consignees' expense, will not be entertained.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 15th October, 1906. [16]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP  
AND LONDON.

THE Steamship

"FLINTSHIRE"

Captain G. C. Condy, having arrived from the  
above ports, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
at Kowloon, and stored at Consignees' risk and  
expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 18th instant will be subject  
to rent.

All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 18th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 12th October, 1906. [1001]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.

Goods not cleared by the 17th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the  
Godowns for examination by the Consignees and  
the Company's representative at an ap-  
pointed hour.

All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.

No claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWITT,  
Superintendent.

Hongkong, 11th October, 1906. [14]

NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the *Hongkong Telegraph* and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,  
*Hongkong Telegraph* Co., Ltd.

Hongkong, 10th September, 1906.

## REMARKABLE PRISON CAREER.

TWENTY-FIVE YEARS IN 17 PRISONS.

REFINED OLD MAN GOES ONCE MORE TO  
GAOL.

These stood in the dock at the Old Bailey  
facing the Recorder (Sir Forrest Fulton, K.C.)  
an elderly, refined-looking man, who was in-  
dicated on counts charging him with forgery and  
false pretences.

Described in the calendar as John Young,  
aged 60, a bookseller, the prisoner presented  
all the appearance of a man who, towards the  
close of a long life, had fallen from grace, and  
had the misfortune to get into the hands of the  
Police.

As a matter of fact, the accused possessed  
anything but an enviable reputation, and he  
had a criminal record which extended over 34  
years.

HIS FIRST CONVICTION.

In 1872 he was first arrested, and his sen-  
tence was one of seven years' penal servitude,  
followed by seven years' police supervision.  
As soon as his term was completed he was in  
trouble again, and down to 1906 served terms  
of imprisonment of varying length in prisons  
all over the country.

Twenty-five years of his life, were passed in  
17 penal establishments—a remarkable record.

On quitting gaol in 1900 he wrote a book  
entitled "Twenty-five Years in Seventeen  
Prisons," and from what the police could  
gather supported himself honestly from that  
time down to March of this year by the pro-  
ceeds of the sale of the book.

Then the Old Adam seems to have asserted  
itself again, and he began a series of frauds,  
which, once more brought him within the reach  
of the law.

DEFAUDING LANDLADIES.

His particular "line" was to get hold of some  
confiding landlady; represent himself to be the  
agent of the Polytechnic or the Y.M.C.A.; run  
up a bill, and then "pay it" by means of a  
bogus cheque made out for more than the  
amount of the bill; the surplus, of course, he  
pocketed. In this way he had duped a number  
of people before being caught.

When asked to plead, Young, who acknowl-  
edged his guilt, handed up to the Recorder a  
written statement explaining his position.

The judge said the prisoner seemed to have  
a remarkable record of crime, and he noticed  
that his first sentence 34 years ago was a severe  
one.

"INNOCENT."

Young, who spoke with a cultivated voice,  
said it was that sentence which had ruined his  
life. "I was innocent of the charge, my lord,"  
he added, pathetically, "and you will be able  
to see that when you look at the documents I  
have handed you."

Whether this was so or not, no opinion was  
expressed; but the Recorder in passing sen-  
tence of 12 months' hard labour, said he had  
dealt with the present case entirely on its  
merits, and had not regarded the previous  
convictions.

Young received his sentence with apparent  
calm, and, without waiting for the customary  
tap on the shoulder from the warder, went  
below to add another year to his already long  
life of imprisonment.

## 30,000 BLACK SLAVES RELEASED.

KNIGHTED AFRICAN POTENTATE.

Major Coryndon, the Administrator of  
Barotseland, who has just reached England  
from North-Western Rhodesia, gives an in-  
teresting account of the changes which have  
recently taken place in that remote region.

Perhaps one of the most striking of recent  
events, the major told Reuters' representative,  
was the act of King Lewanika, who, during an  
imposing function, held at his capital a few  
weeks ago, formally abolished slavery through-  
out his kingdom, thus immediately releasing  
some thirty thousand serfs.

"Perhaps one of the most striking evidences  
of the rapid progress which is being made,"  
said the major, "will be found in the fact that  
on my journey home I travelled the whole way  
from Broken Hill to Cape Town by train, a  
distance of 2,100 miles. When I first went to  
Barotseland the journey northward from Bula-  
wayo was made by bullock wagon, the expedi-  
tion through the thirst land being a long and  
hazardous undertaking. In the space of a few  
years this has all been changed, and the trip is  
now accomplished in a few hours by train.

RAPID RAILWAY CONSTRUCTION.  
"Orth of the Falls the railway runs for a  
distance of 380 miles, having been constructed  
at the rate of 2,000 yards daily. The railway  
follows the best of the agricultural country in  
the North-Western Rhodesia, and runs right  
along the watershed, this being the best piece  
of cattle-raising country in the whole territory."

"From the Kafue Valley the line rises right  
on to the Broken Hill plateau, passing through  
deep rich red soil, as good as, or better than,  
any further south. At present we only know  
of four main properties which might be the  
corners of a square.

"At the south-east is Broken Hill, which is  
lead and copper; at the north-east is Dwanan-  
kubwa, near the Congo border, which is cop-  
per; and on the north-west is Kansanshi, which  
is also copper; and on the south-west are the  
northern copper mines. We do not know what  
exists in the square enclosed by these, which  
measures 140 miles each way. Gold is found  
all over the country, but so far only in the  
river beds, the reefs having not yet been dis-  
covered, but the distribution is very orderly."

THE NATIVE QUESTION.  
"The agricultural prospects are very good.  
So far, work has only been done near the rail-  
way, but the outlook for tobacco especially,  
was excellent.

As to the native question, it was in a very  
sound condition. "The cardinal principle had  
been observed," said Major Coryndon, "that  
all our dealings with the natives shall be car-  
ried on as much as possible through their own  
chiefs, whose legitimate power is always sup-  
ported so that to-day the natives recognise that  
Lewanika is as much their chief as ever he  
was, and have no suspicion that their  
country is being taken from them by the white  
man."

"When we came into the country there were  
13 different tribes of different language all  
owing allegiance to Lewanika, whose represen-  
tatives were stationed with each tribe. This  
main system has not been altered, and to-day  
every district commissioner in each district has  
with him a direct representative of Lewanika,  
who assists him in hearing native cases and  
advising on matters of purely native adminis-  
tration. There is not the least sign of disaffec-  
tion among the Barotsi.

A GREAT FUNCTION.  
"So great is Lewanika's desire for develop-  
ment and progress that he has recently, by  
public proclamation, given the final deathblow  
to the ancient system of serfdom or domestic  
slavery, which is common in Barotseland and  
among other South African tribes, and he has  
freed every slave in his dominions.

"For this purpose he held a great func-  
tion in July. It was a most imposing  
affair. Lewanika, in full uniform, took his  
place in the centre of the principal group,  
there being some 3,000 natives present.  
Around the chief were gathered the Govern-  
ment officials, all the white men in the  
neighbourhood, including 26 missionaries, and  
the reading by the Prime Minister of Lewanika's  
decree was a never-to-be forgotten occasion.

"As a result, between 25,000 and 30,000  
natives have obtained absolute freedom. It  
is a gratifying result of the persistent efforts  
of the administration that Lewanika has been  
induced of his own free will to abolish slavery."

"Lewanika is making a strong point in keep-  
ing guns, ammunition, and liquor out of his  
country, and the laws, which are very stringent,  
receive loyal support from him."

## Intimations.

THE PUBLIC HEALTH AND BUILD-  
INGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has  
been appointed to enquire into and  
report on the following matters, viz.:

1. Whether the administration of the Sanitary  
and Building Regulations enacted by the  
Public Health and Buildings Ordinance,  
1903, as now carried out is satisfac-  
tory, and, if not, what improvements can  
be made.

2. Whether any irregularity or corruption  
exists or has existed among the officials  
charged with the administration of the  
aforesaid Regulation.

The Commission earnestly invite the in-  
habitants of Hongkong and Kowloon to  
co-operate with them by forwarding any com-  
plaints they may have to make or suggestion to  
offer in connection with the matters aforesaid  
to the Undersigned.

Any person examined as a witness in the  
enquiry aforesaid who in the opinion of the  
Commissioners makes a full and true disclo-  
sure touching all the matters in respect of  
which he is examined will receive a certificate  
from the Commission which will protect the  
witness against any civil or criminal proceed-  
ings which may be instituted against such  
witness in respect of any matter touching  
which he has been examined.

By Order,

W. BOWEN-ROWLANDS,  
Secretary.

Hongkong, 6th July, 1906. [709]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask  
ex Factory.

In Bags of 250 lbs. net \$3.70 per Bag  
ex Factory.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 2nd October, 1906. [17]

KWONG SANG & Co.,  
No. 70, WELLINGTON STREET.

GENERAL DRAPELERS, MANUFAC-  
Turers and DEALERS in Ladies'  
and Children's Underwear, Silk, Pongee, Grass-  
cloth, Fancy and Piece Goods, &c.  
Latest style of Ladies' Blouses and Gentle-  
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180]

THE WINE GROWERS  
SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

PORT WINE.

Direct Shipments from the  
COMPANHIA AGRICOLA E  
COMMERCIAL DOS VINHOS DO  
PORTO  
(Successors to Donna A. Ferreira).

Monopoly for China of

THE WINE GROWERS SUPPLY CO.

Light Tawny (Brown  
Label) ..... \$10.00 Per Doz. Case.

White Tawny (Brown  
Label) ..... 10.50 " "

Full Wine (Brown  
Label) ..... 11.00 " "

White Tawny (White  
Label) ..... 12.00 " "

Medium Tawny  
(Brown Label) ... 13.00 " "

Tawn (White Label) 14.00 " "

Tawn, 1887 Vintage,  
Selected Old Port 15.00 " "

Quinta da Granja,  
Selected Old Port 20.00 " "

Dry No. 3, Selected  
Old Port ..... 25.00 " "

Quinta do Porto,  
Selected Old Port 30.00 " "

Dry No. 2, Selected  
Old Port ..... 35.00 " "

Dry No. 1, Selected  
Old Port ..... 50.00 " "

BARRETTO & Co.,

Agents,

Nos. 22 & 24, Bank Buildings,

Queen's Road Central.

Hongkong, 17th October, 1906. [190]

## Auctions.

PUBLIC AUCTION.



# Announcement.

A. S. WATSON & CO.,  
LIMITED.

CHAMPAGNE

ST. MARCEAUX

& Co.

REIMS

1898 VINTAGE

VIN BRUT AND VERY DRY.

PER CASE 12/110TS... \$48.00

24/110TS... 50.00

THIS CHAMPAGNE is a First-Class  
Wine and is supplied to all the Leading  
Hotels and Restaurants throughout London.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

AGENTS.

Hongkong, 17th October, 1906.

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## NOTICE.

All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee Hing Road, and  
should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

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world is 30 cents per quarter

Single Copies, Daily, ten cents; Weekly, twenty

five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCT. 17, 1906.

## CANTON RAILWAY SCHEMES.

Notwithstanding the terms of the agree-  
ment between the Hongkong Government  
and the Viceroy of the Hu Kiang with  
respect to the employment of foreign en-  
gineers in the construction of the Canton-  
Hankow railway, evidences are not wanting  
that the Yuet-han Railway Company is  
inclined to vary those terms without con-  
sulting the Government of this Colony.  
When it was mooted that the Railway Com-  
pany was in negotiation with a Belgian  
engineer who had been offered the post of  
assistant on the proposed line, His Excel-  
lency the Governor sent a communication  
to the British Consul-General at Canton, in  
which he requested the latter to interview  
the Viceroy and to point out that under the  
terms of the British loan by which China  
was enabled to secure the redemption of the  
Canton-Hankow Railway from foreign con-  
cessionaires, China had agreed that, in the  
event of foreigners being called in to give  
the benefit of their advice, she would re-  
cognise Great Britain's claim to first con-  
sideration. In other words, that no fore-  
igner would be appointed unless it were  
found that no Englishman was prepared to  
offer his services or was of sufficient ability  
to fill the post. In referring to the action  
of Sir Matthew Nathan on that occasion we  
said: "The Viceroy has replied rather more  
promptly than usual, but still with his  
tongue in his cheek. He has no power to  
deal with the matter. The railway is  
in the hands of the merchants. They  
are responsible for its management and

its progress. If they think it desirable  
and proper to engage a Belgian engineer,  
well and good. He cannot interfere;  
he would be acting *ultra vires*; and it  
is impossible to say what his Imperial  
master or mistress would think of such  
conduct." Such in effect was the Viceroy's  
answer to the perfectly reasonable protest  
lodged at the instance of the Governor of  
Hongkong, but the matter did not end there.  
The services of the British Chargé d'Affaires  
at Peking were enlisted and he represented  
the attitude of the British Government, as  
sponsors for the local authorities, to the  
Waiwupu. Of course it was perfectly clear  
why the Yuet-han Railway Company, if  
they required a foreign engineer at all,  
should prefer a subject of Belgium, for they  
reasoned that should any trouble arise be-  
tween the mechanic and the Chinese  
authorities, the latter would be in a position  
to defy the Belgian Government. Appa-  
rently the protest of the British representa-  
tive at Peking had its effect, for nothing  
more has been heard regarding the employ-  
ment of a Belgian. But a new phase  
of the situation appeared when it was  
announced that the Yuet-han Railway  
directors had telegraphed to an indi-  
vidual named Smith, belonging to the  
United States, inquiring what emoluments he  
would require if appointed assistant-engineer  
of the railway. Mr. Smith promptly replied  
that he was prepared to accept a five years  
engagement at an annual salary of \$25,000  
gold. That gentleman evidently had a high  
appreciation of the value of his services,  
when he ranged himself alongside of Robert  
Hart as a regenerator of China. Whether  
the matter is still under the consideration of  
the Yuet-han Railway Company or has been  
decided one way or the other is unknown.  
But the fact that the services of an American  
engineer should have been solicited in con-  
nection with the Canton-Hankow railway  
reads rather curiously in view of the report,  
which appears in another column, regard-  
ing the condition of the Canton-Samshui  
line which was built by Americans for an  
American-Chinese Company. That report  
sets forth the allegation that various sections  
of the line are on the verge of collapse, and  
that over \$1,000,000 will be required to  
repair the foundational subsidences which  
have occurred. His Excellency the Gov-  
ernor is entitled once again to request  
from Viceroy Shum an explanation of this  
threatened violation of the terms of the  
agreement subsisting between the Govern-  
ment of Hongkong and the Government of  
Canton. Again, it will be remembered  
that when information came to hand  
that it was proposed to construct a new  
railway connecting Canton with Whampoa,  
and proceeding thence to Amoy, we  
suggested that therein lay a 'subtle scheme'  
to revive the glories of Whampoa as a port,  
and that the prestige of Hongkong as a port  
of call and as a terminus was endangered.  
Not only that, but the value of the Kowloon-  
Canton railway—which has been pushed  
forward with so much vigour, largely through  
the interest which His Excellency the Gov-  
ernor has shown in the project—was in a  
fair way to be nullified should the scheme be  
carried out. It is understood that the British  
Government made representations to the  
Board of Commerce on the subject, and  
that body sent orders to the Viceroy to  
stop all operations in connection with the  
Canton-Whampoa line pending consideration  
of the British protest that the line would  
seriously affect the utility of the Kowloon-  
Canton railway. The Viceroy is obdurate,  
however, and despite the orders from Peking  
he has decided to proceed with the railway  
and has given instructions to that effect. All  
these matters must necessarily interest the  
people and the Government of Hongkong, and  
it is to be hoped that the most vigorous steps  
will be taken to thwart the Viceroy's schemes.  
Possibly in Chow-fu we may find a Viceroy  
readier to regard the just obligations to which  
his Government stands committed.

## LOCAL AND GENERAL.

THIRTEEN more dead bodies were picked up  
in the harbour during yesterday close to the  
scene where the s.s. *Hankow* took fire. The  
police say that the total death toll now  
amounts to over 100.

In the six-a-side football matches played on  
the Hongkong Football Club ground, at Happy  
Valley, yesterday afternoon, Gifford's team  
played Henderson's six, and won by one goal  
to nil. Franklin's team also played Miller's,  
the game ending in a draw, no scoring resulted.

THE Supreme Court vacation ends to-day,  
work being resumed to-morrow as usual, when  
the Criminal Sessions, for which there is a very  
long list of indictments, will occupy the atten-  
tion of the Chief Justice, the Puisne Judge  
being, as usual, occupied in the Court of Sum-  
mary Jurisdiction.

WILFRED John Holmberg, a clerk, formerly in  
the employ of Messrs. Allen and Gledhill, of  
Paville Place, Singapore, whose extradition on  
a charge of embezzlement was recently applied  
for, left Hongkong yesterday for Singapore  
in charge of a Straits detective to face his trial.  
It was alleged that the sum embezzled amount-  
ed to close on \$7,000.

A SMOKING concert is to be given by the  
Portuguese community, at the Club Lusitano,  
on Saturday next, the 20th inst., in aid of the  
Typhoon Relief Fund. A very attractive pro-  
gramme is in course of preparation for the  
occasion, the details of which will appear in  
these columns as soon as completed.

Mr. F. A. Hazeland secured a police magistrate,  
and the master of the German steamer  
*Hutthide* before him, at the Police Court this  
morning, on the complaint of Police-sergeant  
Ails, of Kennedy Town Police Station. The  
police say the captain failed to attach rat  
funnels to his hawser while lying alongside a  
wharf. The charge being admitted, the captain  
was fined \$5.

A "HOUSE WARMING" is arranged to take place  
on Saturday evening next, the 20th inst., when  
the Chinese branch of the Y.M.C.A. of Hong-  
kong open their new home at No. 34, Queen's  
Road-Central, 1st floor, which has just been  
cleaned, decorated, and adequately prepared  
for the purposes to which it will in future be  
put. There will be music and speeches, and a  
pleasant evening may be anticipated.

A BUTCHER figured in the dock before Mr.  
H. H. J. Gompertz, this morning, on a charge  
of assault. "I did not strike him," said the  
defendant, "I kicked him." Inspector Smith  
explained that the complainant, who was also a  
butcher, was kicked in the groin and that when  
he was brought to the station he pretended to be  
dying. The complainant did not know why  
he was assaulted. The police stated that a  
debt was the cause of the affair. His Worship  
was told that complainant was drunk at the  
time. The defendant was fined \$5, and com-  
plainant was told that he deserved all he got  
for getting into a row.

A CHINAMAN, who had a permit to run a  
moneychangers' shop in Des Vaux Road  
Central, thought that the same permit would  
cover a second establishment. So he promptly  
opened another shop in Brompton and got  
arrested, for no sooner had the police heard of  
the new enterprise than an officer called at the  
shop and asked for the licence. The shop-  
keeper produced the Des Vaux Road shop  
licence. Before Mr. H. H. J. Gompertz, at the  
Police Court this morning, the accused pleaded  
ignorance, and was informed that he could be  
fined \$15 for the offence. He was severely re-  
primanded by the Court and a fine of \$5  
imposed.

A COOLIE calling himself Lau Hop, residence  
Nuffall Lane, Wanchai, yesterday boarded a  
lighter belonging to the Hongkong and Kow-  
loon Wharf and Godown Company, which is  
under repair, during the absence of the car-  
penters, and after stripping off some copper  
fittings from the vessel, picked up a box of  
carpenter's tools, jumped into the harbour, and  
proceeded to wade ashore. Lau did not notice  
that a pair of eyes were watching his opera-  
tions from the stern of the lighter, but he knew  
of it as soon as he touched the water. Taken  
before Mr. H. H. J. Gompertz, this morning,  
he was sentenced to one month's imprisonment  
with hard labour.

INSPECTOR Gifford, of No. 2 Police Station,  
charged a man before Mr. H. H. J. Gompertz,  
at the Police Court this morning, with being a  
rogue and vagabond and having no fixed place  
of abode. The defendant was seen at about  
three o'clock this morning by a *lookong* loitering  
about Spring Garden Lane. The policeman  
hid himself in a doorway to watch the actions  
of the defendant, but the latter, who had  
sighted the *lookong* in the doorway, propped  
himself up against a wall and gazed in the  
direction of the doorway. The policeman  
knew the game was up and leaving the door-  
way he arrested accused. When asked what  
he was doing in the open at that time of the  
morning defendant said he was looking for work.  
He pleaded guilty to the charge and his Wor-  
ship passed sentence of one week's hard labour.

A CHINESE clerk employed by Messrs. Lazrus  
and Company, opticians, lost a good portion  
of his queue and came near losing his head as  
the result of a curious accident which took  
place on the premises where he is employed,  
yesterday afternoon. The man, Ah Ming by  
name, was attending to the electric motor  
which works the lathe for grinding lenses,  
when suddenly, in some unaccountable way,  
his queue was caught in the leather band of the  
wheel, and he was dragged towards it. With  
some what remarkable presence of mind Ah  
Ming braced himself up, and, swinging his  
hand round took a double turn with his queue  
round his wrist, on which he pulled with  
all his might until he at last released it. But  
it was a remnant only that he released, for  
half its length had been literally torn off. Prob-  
ably, no doubt, Ah Ming after such an un-  
pleasant experience, will do one of two things:  
either he will "reform," and cut off his queue  
altogether, or, retaining that national append-  
age, will take care to tuck it inside his coat  
when approaching machinery in motion in  
future.

BECAUSE a policeman would not allow himself  
to be hugged by a fireman summoned Li at  
Yaumatei last night, the latter got very dis-  
orderly and had to be arrested. Li is a fireman  
on board ocean-going steamer. He came ashore  
last night and, following the example of his  
European confreres, he shipped aboard a good  
sized cargo of *saucho*. It was not long before  
the coal-shoveller was overcome by a fit of  
merriment, bordering on disorderliness, and  
passing a spitting constable on the road home Li  
entwined his arm about that officer's bulky waist.  
The officer naturally objected, especially when  
he saw who it was, and told the amorous one  
so in his best Chinese. Li paid no notice  
but anchored himself tighter round the officer's  
waist, until the policeman, found breathing a  
matter of impossibility, and putting his knowl-  
edge of jujitsu into operation, Li's ardour was  
subdued, and he was marched to the station  
and charged for being drunk and disorderly.  
He was placed before Mr. F. A. Hazeland this  
morning, and was fined \$5 for his previous  
night's enjoyment.

## CANTON-SAMSHUI RAILWAY.

### DANGEROUS STATE OF THE LINE.

[From Our Own Correspondent.]

Canton, 16th October.  
Considerable correspondence has passed  
between the directors of the Yuet-han Railway  
Company and H. E. Viceroy Shum regarding  
the condition of the line between Canton and  
Samshui. It is alleged that in several places  
the foundations, which were constructed by the  
American-Chinese Developing Company, are  
gradually subsiding with the result that there is  
serious danger that the line may become use-  
less for traffic and lead to a serious accident.  
According to expert opinion the line may be-  
come impassable at any moment, a fact which  
may possibly be attributed to the heavy rains  
which have been experienced of late.

It is estimated that the cost of repairing the  
line would amount to \$5,000,000. The Viceroy  
on learning of the condition of the railway line  
sent two *weiyuans* to inspect the damaged sec-  
tions and they found that the statements of the  
Yuet-han Company were substantially correct,  
but in their opinion the line could be brought  
into a condition of comparative safety by the  
expedient of a small sum of money, holding  
that the amount estimated by the experts was  
beyond the capacity of the Company at the  
present juncture.

The assistant engineer on the line opposed the  
suggestion of the *weiyuans*, observing that to  
patch up the line was useless and would simply  
be a waste of money. At a certain section the  
line has sunk to such an extent that it is not  
thoroughly repaired immediately a railway  
disaster would be inevitable. It was averred  
that even now the people were alarmed when  
crossing the faulty sections and, therefore, fewer  
passengers travelled by the railway, preferring  
to take a longer route than risk their lives on a  
dangerous line. As a consequence the profits  
of the railway were dwindling.

Previously the railway was largely patronized  
by natives and Europeans and it is argued  
that if any one of the latter was involved in an  
accident there would be a case under inter-  
national law, while if any Chinese suffered  
then others would be deterred from  
travelling by the railway. It was suggested  
that an expert engineer should be engaged  
to submit proposals to the Provincial  
Bonds as to the best methods to be adopted  
in repairing the line. The expense incurred  
would be borne by the three Boards. Un-  
fortunately, Hunan and Hupeh have no reserve  
funds at present and these provinces might  
find it difficult to meet their share of the ex-  
penditure. In that event the line would be  
taken over and managed by the Canton Board  
alone.

Viceroy Shum has communicated with the  
Viceroy of the provinces, concerned on the sub-  
ject and has also brought the matter to the  
attention of Chang To Chai, the president of the  
Yuet-han line, with the object of having the  
repairs carried out as expeditiously as possible.

## KULANGSU MUNICIPAL COUNCIL.

The following are the minutes of a meeting  
of the Kulangsu Municipal Council held at the  
Board room, Kulangsu, Amoy, on the 25th Sep-  
tember, 1906. There were present: Messrs.  
F. B. Marshall (chairman), C. A. V. Bowra,  
A. F. Gardiner, I. Takatsuki, L. I. Thomas,  
W. H. Wallace, the Health Officer and the  
Secretary.

The minutes of the last meeting were read  
and confirmed.  
A letter was read from Mr. Lim Nee Kar,  
forwarding plan, requesting permission to close  
up a road on his property and construct  
another in place of it. The Secretary was  
instructed to refer Mr. Lim Nee Kar to their  
letter of the 27th April, 1904, and inform him  
that as the matter concerns a right-of-way, they  
have not the authority to alter the decision  
then arrived at, but if he is prepared to make  
a substantial offer for the privilege he is seek-  
ing, the Council will call a meeting of the  
ratepayers and submit the same.

The report of the Watch Committee on the  
inquiry held on the alleged misconduct of one  
of the Sikh Police was read.  
It was decided that leave on half pay, granted  
to the Police is to be allowed to count to-  
wards their period of engagement.

The Superintendent of Police reported the  
following arrests and summonses during the  
past fortnight:—Arrests—thief 2; committing  
a nuisance 2; immorality—debt 2; assault 1;  
contempt of court 1; using threatening lan-  
guage 1; breach of municipal rules 1.  
It was decided that, until further notice,  
meeting of the Council will take place at 5  
p.m.

(Signed), FRED. B. MARSHALL,

Chairman.

By Order,

C. BIRKBEY MITCHELL,

Secretary.

ESSENTIALLY intended for the benefit of  
American exporters the "Official Shipper's  
Guide," published by the Pacific Mail Steam-  
ship Company, should also prove of interest to  
all concerned with commerce in the Far East.  
It is a massive compendium of advertisements,  
statistics, and the description of the principal  
ports touched at from San Francisco to Singa-  
pore and Bangkok. There is a brief reference  
to Hongkong and the main entrances to China,  
and as a matter of fact some idea is given of  
all the ports en route. Advertisements form the  
greater part of the book and the advertisements have  
their names inscribed in a commercial directory  
at the end of the book as constituting the main  
business people in the several ports referred to.  
Curiously enough no mention is made of  
the Hongkong and Shanghai Banking Institution.  
After glancing at the illustrations in the  
book the only errors we detected was with re-  
ference to a local firm of brokers who are de-  
scribed as "Benjamin, Kelly and Potts," and  
the well-known photograph of the decoration  
of pirates at Kowloon city which is ascribed to  
Peking. The volume is admirably printed and  
should stimulate trade between the States and  
China.

## CANTON-WHAMPOA RAILWAY.

### VICEROY SHUM'S ANSWER TO PEKING'S ORDER.

[From Our Own Correspondent.]

Canton, 16th October.  
His Excellency Viceroy Shum has just re-  
ceived a telegram from the Board of Com-  
merce at Peking, which states that the British  
Minister has lodged a protest against the con-  
struction of the proposed Canton-Whampoa  
railway. The British representative urged that  
a railway line running in such close prox-  
imity to the Kowloon-Canton railway would  
seriously affect the latter's carrying trade.  
The Board of Commerce, accordingly, requested  
the Viceroy to cease operations at once pending  
consideration of the British Minister's protest.  
Viceroy Shum has replied to the effect that the  
Whampoa line was projected and begun before  
the Kowloon-Canton line had been started.  
He has the fibre declared that he will not  
order the cessation of the work, but, on the  
contrary, give instructions to Cheung Pat Shi  
to rush on the line as fast as possible.

Cheung Pat Shi, who is the president of the  
Canton-Whampoa Amoy line, is now making  
preparations for the purchase of lands and ma-  
terial required in connection with the construc-  
tion of the first section of the track to  
Whampoa.

### WU TING FANG.

H. E. Wu Ting Fang, chairman of the Board  
of Punishments at Peking, obtained leave of  
absence in order that he might proceed to  
Canton and worship his ancestors' tombs. He  
left the capital on the 14th inst., but received a  
sudden message of recall. H. E. Wu immedi-  
ately returned to Peking. It is believed  
that the Emperor desired to interview Wu with  
reference to certain points of law which had  
cropped up in his absence. Wu was called to  
the English bar some years ago and is con-  
sidered a sound lawyer.

## JUNKS IN COLLISION.

### DAMAGE AWARDED.

At the Supreme Court this morning in Sum-  
mary Jurisdiction, his Honour Mr. A. G. Wise  
Puisne Judge presiding, Yuk Seung, master of  
the Sze Cheung junk, No. 289, proceeded against  
Fung Lau, master of the Tung Lee junk, No.  
17311, to recover the sum of \$44, being the  
amount of loss and damage sustained by the  
plaintiff by reason of the defendant's junk hav-  
ing run into that of the plaintiff, and caused  
damage to the extent of the amount claimed, and  
also for damage by way of demurrage arising  
from the detention of the plaintiff's junk at  
Laichikok. In the absence of Mr. Otto Kong  
originally retained in the case, Mr. E. J.  
Grist, of Messrs. Wilkinson and Grist, appear-  
ed for the plaintiff, and Mr. R. Gardiner, of Mr.  
D. J. Thomson's office, represented defendant.

This case was originally called on the 11th  
inst., but was adjourned as the witnesses ma-  
terial to the action were in Canton.  
The case for the plaintiff was that on the  
29th August last he was being towed by the  
steam launch *Kwong Lee* from the wharf  
opposite Wing Lok Street to Tsunimun, when  
after proceeding but a short distance the de-  
fendant's junk, proceeding north, came up from  
astern, crossed her bows, and then after getting  
close, tacked, and then went crashing into the  
plaintiff's junk the impact taking place on the  
stern quarter, which was considerably damaged.  
Juk' eung, the plaintiff, gave evidence in cor-  
roboration of the above facts and was supported  
by the master of the steam launch *Kwong Lee*  
which was towing his junk, by members of the  
crews of launch and junk, and other witnesses.

The launch master said he could do nothing to  
prevent the collision, as on account of the  
number of boats about, and his being then in  
charge of a tow, it was impossible for him to  
alter his helm, while he could not go ahead any  
faster, as he was already going full speed, with  
the fullest possible pressure of steam. She could  
not go astern, as he had done so he would him-  
self have collided with the plaintiff's junk, while  
not in any way preventing the collision that  
took place. After the collision the master of  
the plaintiff's junk ordered the launch to tow  
her to Laichikok, and asked the master of  
the other junk to come along and inspect and  
assess the damage done. All was done accord-  
ingly, and when the inspection and assessment  
of the damages had been made, the plaintiff  
asked defendant to pay up the amount for  
same, but the latter, instead of doing so, or of  
making any arrangement to have the repairs  
done himself, simply told the plaintiff that he  
had better bring an action and see if he could  
recover. Plaintiff thought he would get the  
defendant to come to terms without going to  
law, and waited for four days at Laichikok  
for which he claimed \$84 demurrage. He was  
again delayed in Canton while the repairs  
were being effected, for which plaintiff paid  
cash and produced the bills.

For the defence it was admitted that a col-  
lision did take place between the junks in ques-  
tion on the 29th August, but they contended  
that the *Kwong Lee* was to blame, by reason  
of her contributory negligence in not keeping  
out of the way.

His Honour said he could not allow that, as  
if they thought the launch to blame she should  
have been made a co-defendant.  
Mr. Gardiner applied for an adjournment as  
his expected witnesses had not come down  
from Canton, but his Honour held that they  
had been given ample time and he could not allow  
any further adjournment, and Mr. Gardiner  
must go on with his case if he had any defence.  
Having no evidence to offer, the case for the  
defence collapsed, and his Honour gave judg-  
ment for plaintiff for the amount claimed less  
the \$84 claimed for detention at Laichikok,  
and costs.

His Honour: I don't mind telling you that  
had he claimed for his detention in Canton  
during the time the repairs were going on, that  
would have been allowed that claim, as that  
arose out of defendant's fault, but his stay at  
Laichikok, doing nothing, for four days, was  
his own fault, and not the defendant's.

## TELEGRAM.

### "HONGKONG TELEGRAPH" SERVICE.

### FIRE AT SHANGHAI.

### NEW TELEGRAPH OFFICE ABLAZE.

[From Our Own Correspondent.]

Shanghai, 17th October,

2 p.m.

A serious fire broke out shortly  
after noon to-day in the building  
which is being erected for the Great  
Northern Telegraph Company, Ltd.  
The upper floors were gutted by  
the flames.

Fortunately, the breeze was blow-  
ing from the west and the fire bri-  
gade soon managed to get the fire  
under control.

The alarm was given at 12.15  
p.m.

The fire brigade engines are still  
working while the firemen are pour-  
ing tons of water on the smouldering  
beams.

## RAILWAYS IN KWANGSI.

The Board of Commerce has received a joint  
petition, signed by sixty-eight gentry and  
officials representing the whole province of  
Kwangsi, to the effect that merchants and  
gentry are arranging to undertake the construc-  
tion of its railways, and requesting the sanction  
of the Throne. The petitioners plead that  
Kwangsi is situated at the frontier where the  
line of transportation is by no means speedy,  
and unless railways are built, no progress in  
trade can be expected. A sum of ten million  
dollars is proposed to be subscribed for the  
organization of a Railway Company, and one  
million dollars will be provided by the pro-  
moters as capital.

The line projected will be started from Kweilin,  
a provincial capital, northward to Chuanthow  
on the border of Hunan, and southward to  
Wuchow, then to Nanning and Lungchow.  
This will be divided into three sections of  
which the most important one will first be  
built. The services of an able official is re-  
quired for the administration, and only a man  
of reputation and wealth can be qualified for  
such a position. Yu Shih-mei, Educational  
Commissioner of Kwangtung, who is noted for  
his knowledge of railway affairs is therefore  
elected Director, and Jo Tsungfun, Executive  
Metropolitan official of the 4th grade, Assistant  
Director. In the above proposal, Tang Ching-  
chung, senior vice-President of the Board of  
Works, has expressed his concurrence. The  
Board of Commerce has submitted a memorial  
embodying this petition for approval and  
authority, in which it says that as railway  
construction is of great importance for the  
country, it requests that the company thus pro-  
posed be recorded in the official record,  
imperial Rescript: Let it be as proposed.

## DUSTLESS CITY.

### VICTORY OVER A VEXATIOUS PROBLEM.

Nottingham is the new dustless city. It  
claims to have solved the dust nuisance to such  
an extent that although hundreds of motor-cars  
are daily driven in and about the city, there is  
no suspicion of dust cloud.

For three months past the corporation have  
been experimenting with calcium chloride as a  
dressing, and the results are now claimed to  
have been satisfactory, while the cost has been  
little more than that of the ordinary sprinkling  
with water.

Calcium chloride is dissolved in the water  
for the roads; it absorbs the natural moisture  
which is in the air, and thus keeps the surface  
of the roads perpetually damp.

The total cost of keeping a 10-foot road free  
from dust by this means—if the dressings be  
about 260 per mile per annum, inclusive of la-  
bour, carriage, chemicals, and water; but as there  
are several months when no sprinkling is re-  
quired, it is estimated that expense will not be  
more than of the old method.

For country roads it is feared the cost will  
be prohibitive. In Nottinghamshire the au-  
thorities are fighting the "motor dust" by  
covering the ordinary macadam with fine  
gravel, bound together with tar.

EIGHTEEN men, who were arrested by Ser-  
geant Lee, of No. 2 Police Station, at No. 28,  
Albany Street, Wanchai, last night, as a result  
of a gambling raid, were arraigned before Mr.  
F. A. Hazeland, this morning, at the Police  
Court. The game was for a very small amount.  
On the police proving their case the two ring-  
leaders were fined \$5 apiece and the rest of  
the men \$3 each.

## SHIPPING AND MAILS.

### MAILS DUE.

English (*Delta*) 18th inst., 8 a.m.  
American (*Siberia*) 19th inst., daylight.  
Canadian (*Empress of India*) 21st inst.  
German (*Wilhelm*) 22nd inst.  
German (*Roon*) 23rd inst.  
German (*Prins Ludwig*) 23rd inst.  
Indian (*Kamru*) 28th inst.

The C. P. R. Co.'s s.s. *Athenian* left Van-  
couver a.m. on Tuesday, for Hongkong

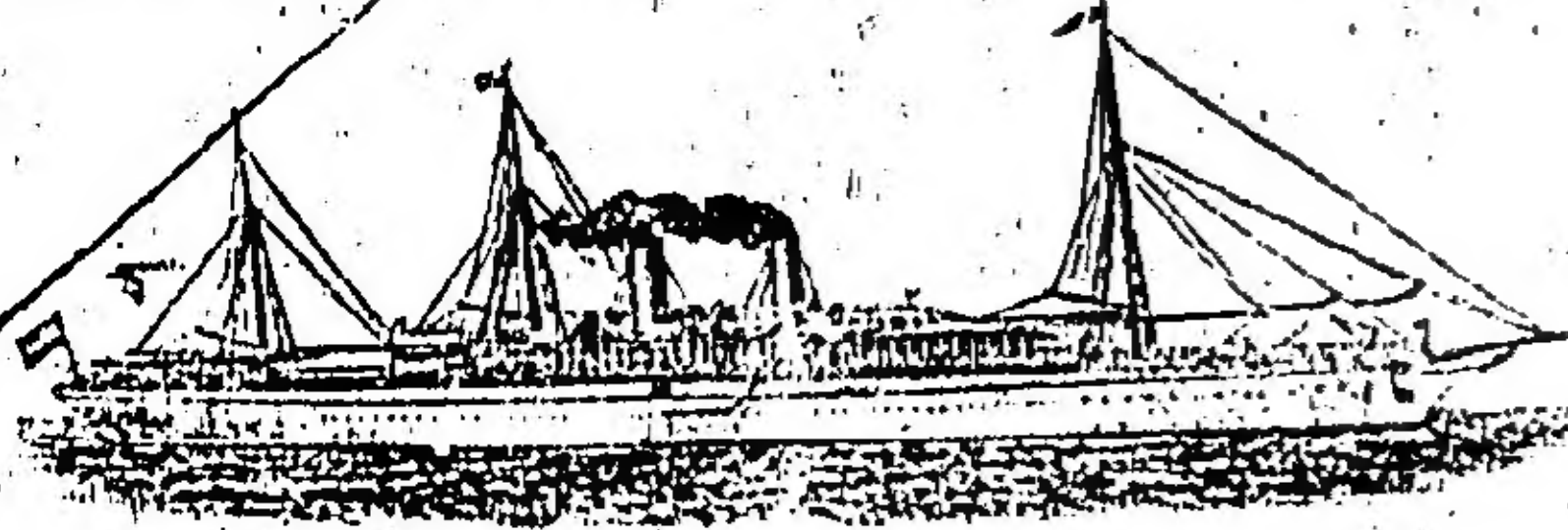






Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

Steamship	Tons	Leave Hongkong	Arrive Vancouver
"TARTAR"	4,425	SATURDAY, October 20	November 12
"EMPEROR OF CHINA"	6,000	THURSDAY, October 25	November 12
"EMPEROR OF INDIA"	6,000	THURSDAY, November 22	December 10
"ATHENIAN"	3,884	WEDNESDAY, November 28	December 22
"EMPEROR OF JAPAN"	6,000	THURSDAY, December 20	January 7
"MONTEAGLE"	6,163	WEDNESDAY, December 26	January 19

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLA (SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class..... £100.00. Via New York £60.00.  
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... £40.00.  
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to  
J. W. CRADDOCK Acting General Agent,  
Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"LOOYANG"	SATURDAY, 20th October, 4 P.M.
SHANGHAI	"HANGSANG"	SUNDAY, 21st October, Daylight.
SCAPORE, PENANG & CALCUTTA	"NANSHAN"	SATURDAY, 27th October, 3 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chioo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 17th October, 1906.

CHINA NAVIGATION CO., LIMITED.

For	Steamship	To Sail
YOKOHAMA and KOBE	"TAIYUAN"	20th October.
SHANGHAI	"KIUKIANG"	22nd "
SHANGHAI and CHINKIANG	"HANGCHOW"	23rd "
MANILA	"TEAN"	23rd "
CEBU and ILOILO	"SUNGKIANG"	23rd "
SHANGHAI	"YOCOW"	24th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 17th October, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ROBI	3540	R. Almond	MANILA VIA AMOY	FRIDAY, 19th October, at 5 P.M.
ZAFIRO	3540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th October, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 15th October, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

Steamship	(With Liberty to Call at the Malabar Coast)	About
"BRAEMAR"		20th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 16th October, 1906.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

ABLE ADDRESS.—Telegraph, Hongkong.

It is leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. Each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken, PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH.

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,  
Hongkong.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HAMBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidsip, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return ticket issued at reduced rates for 12 months available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND TIENTSIN VIA SHANGHAI.

RHENANIA	Capt. v. Hoff	1st November.
HOHENSTAUFEN	"Jaeger	2nd December.
SILESIA	"Baile	2nd January.
SCANDIA	"v. Doehren	1st February.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HAMBURG	Capt. Fuller	2nd November.
RHENANIA	"v. Hoff	14th December.
HOHENSTAUFEN	"Jaeger	11th January.
SILESIA	"Baile	8th February.
SCANDIA	"v. Doehren	22nd March.
HAMBURG	"Fuller	5th April.
RHENANIA	"v. Hoff	17th May.
HOHENSTAUFEN	"Jaeger	14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA	SITHONIA	20th October.
FOR YOKOHAMA & KOBE	SEGAVIA	22nd October.
FOR SHANGHAI, KOBE & YOKOHAMA	RHENANIA	1st November.
FOR SHANGHAI, KOBE & YOKOHAMA	ANDALUSIA	13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic-Persian Service to Arabian and Persian Gulf Ports.

FOR HAVRE and HAMBURG	HAMBURG	2nd Nov.
FOR ANTWERP and HAMBURG	TEUTONIA	10th Nov.
FOR BREMEN and HAMBURG	BRISGAVIA	16th Nov.
FOR HAVRE and HAMBURG	SEGAVIA	20th Nov.
FOR HAVRE and HAMBURG	SITHONIA	30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	RHENANIA	14th Dec.
FOR HAVRE and HAMBURG	C. FERD. LAEISZ	28th Dec.
FOR HAVRE and HAMBURG	ANDALUSIA	11th Jan.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	HOHENSTAUFEN	25th Jan.
FOR HAVRE and HAMBURG	ALESIA	25th Jan.

Hongkong, 17th October, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Manila, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the above Ports, on SATURDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 4th October, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to call at Malabar Coast).

THE Steamship

"VEDDO."

Captain Cowley, will be despatched for the above Port, on or about the 13th November.

For Freight, apply to

ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, 3rd October, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on or about the 15th of November, and will be followed by the Steamship

"PLINTSHIRE"

on or about the 20th November.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 16th October, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, via JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. E. C. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried. For further information, apply to

K. MATSUDA,  
Manager,  
York Building.

Hongkong, 4th October, 1906.

IS ENGLAND PLACED TO FRANCE?

SIGNIFICANT REPORTS IN  
FRENCH NEWSPAPER

Paris, Sept. 12.—To-night's *Liberte* contains an important message from its London correspondent, in which he states that General Sir John French did not attend the manoeuvres merely as technical reporter to the British War Office, but was charged by his Government to study in detail the French plans for mobilisation. The object of this special study was, according to the correspondent, to enable the armies of France and England to co-operate should the necessity arise. Such a question is, obviously, a delicate matter for a patriotic journal to discuss; but, assuming that it is true, it fits in with a great deal that is passing in the minds of the two nations at the present time. It renders for instance, peculiarly appropriate the remarks of Sir Thomas Barclay, reproduced yesterday in this column, on the strategic value of the Channel Tunnel. Given that the Entente receives an armed backing in certain eventualities, it becomes of immense importance that there should be a free and open communication between the two countries, whereby the one may send troops to the other's aid. Indeed, one may say that the tunnel is a strategic necessity, since fog, or capture of transports, might seriously interfere with co-operation if the Channel were the only way across.

MILITARY AID TO FRANCE.

One need not go to history, one need not summon the ghost of a certain Foreign Minister's "to be quite sure that this nation has foreseen, and perhaps even counted upon, the military aid of England, quite apart from her Fleet action. Needless to say that, having such views "at the back of her head," she would have looked with consternation on the reduction of the Army establishment by Mr. Haldane had she not been by nature a sceptic. No people realise more readily than the French the necessity of placating party supporters, and this latest move of the Liberal Government is regarded as a pure piece of politics, and nothing more. "Of course, having made their pledges, they must keep them—at least in the letter—but do not try to make us believe that the Liberal Government is seriously bent on diminishing the defensive and offensive force of England. It is not possible." It is in this way that keen observers have discussed the "little army" scheme of Mr. Haldane. The French see readily enough that the British Government will meet with no success in their attempt to reduce armaments, and that they will presently drop it altogether.

ENGLAND AND CONSCRIPTION.

Very close to this question of the military efficiency of England is the question of conscription. Continental experts will tell you, without the least equivocation, that England must have conscription. The ability to put a large army in the field is imperative. Let us say at once that it grows naturally out of the tunnel. England becoming a Continental nation, must undertake Continental responsibility. That may appear an argument against the tunnel, but it is not so in reality. England cannot afford to maintain her old-time isolation. I asked Sir Thomas Barclay yesterday his view on conscription, and was somewhat astonished at his answer. "Whilst," he said, "I have not reached finally in my opinions on conscription, I recognise that it must be considered as an economical question. In Germany there are no unemployed. Why? Because of conscription. In England we have thousands of unemployed. Why? Because the young men drive out the old men from employment. Employers find that a labourer at twenty-two is better able to do his work than one who is past thirty-five. This works to the great prejudice of labour. Where every one serves youth is employed in the army, giving the mature labourer a working life of two or three years longer. It is the working man who has opposed conscription, but if he realised the economic side of it he would not do so."

"IF YOU WISH PEACE."

"But surely the expense entailed by universal conscription is enormous?"

"Germany spends so much more than we do on her army."

"Am I to understand that you and your fellow-arbitrationists favour conscription?"

"I do not say that. I simply say the economics of the question have not been sufficiently considered. Moreover, one must admit that the training a man receives in the army, whether in Germany or England, is excellent, fitting him to be a sober and industrious citizen, instead of a drinking scallywag. I do not regard reduction of armaments as practicable at the present moment. The peace party make the mistake of wishing to weaken the defences of the country. If you make every man a soldier, you make him more than ever pacific. France is pacific because of conscription."

I have found confirmation of these remarks in other directions; the tendency is not towards limitation, but towards arbitration. One of the surprises of the near future will be along the lines of a general treaty signed by all the nations, rendering peace easy and war difficult for at least the next generation.—*Pull Mall Gazette*.

The aggregate value of the commerce protected by our Navy is £1,400,000,000.

The King of Spain calls himself King of Jerusalem, of Navarre, and of Gibraltar.

In his famous Cabul to Kandahar march Lord Roberts took 11,000 troops over three hundred miles of hostile country in twenty days without losing a man.

The last bishop killed in battle was Leonidas Polk, Bishop of the South-Western diocese of the United States. He fell at Pine Mountain on June 14th, 1864.



**Arrivals:**

Blanco, 12th June,—Manila 9th June,  
Ballast,—Barretto & Co.  
Oriol, Br. s.s., 2,206, G. Maddrell, 11th Oct.,—  
Moji 5th Oct., Coal.—B. & Co.

12th October—*Yunnan, Caledonien, Patroclus.*  
15th October—*Achilles, Hakata Maru.* 15th  
October—*Sunda.* 16th October—*Glenturret,*  
*Edenfa, Sackren.*

Mails for Canton, Samshul, Wuchow are  
lost on week-days at 6 p.m.

(\*) Flagship of Rear-Admiral de Marolles

...les, Commanding the naval defence of Indo-China

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NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
ty ... ..	despatch vessel...	1,700	4	3,000	Commander E. La T. Leatham ... ..	Hongkong
... ..	cruiser, 2nd class	4,350	10	7,000	Captain C. L. Vaughan-Lee ... ..	en route Weihaiwei
... ..	river gunboat ...	710	6	900	Lieut.-Commander E. G. W. Davidson ...	Hongkong
... ..	river gunboat ...	710	6	900	Lieut.-Commander W. L. Bamber ... ..	Yangtze
... ..	torpedo ...	1,070	6	1,400	Commander B. L. Majendie ... ..	Weihaiwei
... ..	water tank and tug	300	—	300	...	Hongkong
... ..	steamer	10,070	—	14,000	Commander C. D. S. Raikes ... ..	Shanghai
... ..	cruiser, 1st class	11,000	16	16,000	Captain H. W. Savory, M.V.O. ... ..	Weihaiwei
... ..	torpedo boat destroyer	306	6	3,700	Lieut.-Commander Hughes ... ..	Hongkong
... ..	cruiser, 2nd class	4,350	10	7,000	Captain H. Grant-Dalton ... ..	Hongkong
... ..	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. B. Cox ... ..	Weihaiwei
... ..	torpedo boat destroyer	275	6	4,000	Lieut.-Commander R. Henniker-Heaton ...	"
... ..	torpedo boat destroyer	280	6	3,000	Lieut.-Commander W. H. Darwall ... ..	"
... ..	cruiser, 1st class	9,800	14	22,000	Captain S. V. V. de Horsey ... ..	"
Alfred ...	cruiser, 1st class	14,100	18	30,000	Captain C. F. Thursby ... ..	"
... ..	river gunboat ...	616	4	1,700	Lieut.-Commander Percy Crabtree ... ..	Yangtze
... ..	cruiser, 1st class	9,800	14	22,000	Captain J. A. Tuke ... ..	Weihaiwei
... ..	river gunboat ...	180	2	240	Lieut.-Commander Robert F. Vaughan ...	West River
... ..	river gunboat ...	180	2	240	Lieut.-Commander J. Kidd ... ..	Weihaiwei
... ..	torpedo boat destroyer	150	6	3,300	Comdr. R. Benthick ... ..	Australian Station
... ..	cruiser, 3rd class	3,400	—	—	Lieut.-Commander C. C. Walcott ... ..	Hongkong
... ..	river gunboat ...	85	2	240	Lieut.-Commander H. T. A. May ... ..	West River
... ..	river gunboat ...	85	2	240	Lieut.-Commander J. T. S. Lyons ... ..	Yangtze
... ..	torpedo boat destroyer	250	6	6,500	Boatsw. T. O. Strath ... ..	Hongkong
... ..	receiving ship ...	4,650	6	—	Commodore H. P. Williams ... ..	Hongkong
... ..	river gunboat ...	180	2	300	Lieut.-Commander E. Secretan ... ..	Yangtze
... ..	river gunboat ...	315	6	900	Lieut.-Commander R. M. R. West ... ..	Yangtze
... ..	torpedo boat destroyer	710	6	900	Lieut.-Commander Stevenson ... ..	Weihaiwei
... ..	surveying ship ...	620	4	450	Commander H. W. Leslie ... ..	Swatow
... ..	torpedo boat destroyer	306	6	5,900	Lieut.-Commander C. E. L. Thomas ... ..	Weihaiwei
... ..	river gunboat ...	195	2	800	Lieut.-Commander G. B. Spicer-Simon ...	Yangtze
... ..	river gunboat ...	150	2	550	Lieut.-Commander G. J. Todd ... ..	Yangtze
... ..	river gunboat ...	150	2	550	Lieut.-Commander Jno. F. Knox ... ..	Yangtze

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Faudé	Haiphong
Adour	receiving-ship	—	—	—	Lieut. Merle	Haiphong
Alouette	torpedo-depot	—	—	—	Commander Kérihuél	Cape St. James
Argus	river gunboat	123	6	500	Lieut. Jeannerl	Canton
Arzonide	river gunboat	—	—	150	Lieut. Millet	Saigon
Assolète	gunboat	645	10	1,000	Lieutenant Le Blanc	Chefoo
Dupest-Thouars	armoured cruiser	10,074	14	—	Capt. Laspinnasse de Saune	Saigon
Entrecaesteux †	protected cruiser	11,242	—	—	Capt. Tracou	Saigon
Esturgeon	sub-marine...	—	—	—	Lieut. Coqueign	Saigon
Francisque...	destroyer	303	7	6,300	Lieut. Garsau	Hongkong
Fronde	destroyer	350	7	303	Lieut. de Saint-Seine	Hongkong
Guydon	armoured cruiser	9,376	14	20,200	Capt. Ridoix	Saigon
Henri Rivière	river gunboat	—	—	—	Lieut. Portier	Haiphong
Jacquin	river gunboat	200	6	308	Lieut. Le Coroller	Haiphong
Javelina	destroyer	307	7	—	Commander Sazot-Duvauroux	Saigon
Kersaint †	cruiser...	1,250	7	2,200	Commander Simon	Haiphong
Lyons	sub-marine...	—	—	—	Lieut. Armbruster	Saigon
Mancha	surveying ship	—	—	—	Commander Laporte	Baie d'Along
Moungmet	armoured cruiser	9,500	16	19,500	Capt. Martal	Saigon
Moussang	destroyer	327	7	6,300	Commander Terquem	Saigon
Oly	river gunboat	200	6	—	Lieut. Grellier	Chungking
Peibo	gunboat	—	—	—	Lieut. Marchand	Tongku
Perle	sub-marine...	—	—	—	Lieut. Hubert	Saigon
Phélos	destroyer	307	7	6,300	Commander Northaud	Hongay
Protée	sub-marine...	—	—	—	Lieut. Glorieux	Saigon
Rapire	destroyer...	307	7	—	Lieut. Vincent-Brechignac	Saigon
Redoutable *	battleship, reserve	9,437	8	6,071	{ Flagship of Rear-Admiral de Molleville, Commanding the local naval defence of Indo-China, Capt. Passerat de Silans }	Saigon
Sabre	destroyer	307	7	—	Lieut. Hallier	Hongkong
Sityx	armoured gunboat	1,796	10	1,700	Lieut. Duc	Saigon
Takiang	river gunboat	—	—	—	—	Upper Yangtze
Vanban	receiving-ship	6,150	23	4,560	—	Hongay
Vétérin	torpedo-depot	—	—	—	Lieut. Fougereous	Saigon
Vigilante	river gunboat	123	6	500	Lieut. Brugnion	Hongkong

\* Flagship of Vice-Admiral Richard, Commander-in-Chief,  
† Flagship of Rear-Admiral Boisse, Second-In-Command  
‡ At the disposal of Rear-Admiral de Marolles, Commanding the naval defence of Indo-China



## Mails.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.FOR STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITER-  
RANEAN PORTS, PLYMOUTH  
AND LONDON.(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL AMERI-  
CAN and SOUTH AFRICAN PORTS.)

T.H.R. Steamship

"DELHI".  
Captain J. D. Andrews, R.N.R., carrying His  
Majesty's Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 20th October,  
at Noon, taking Passengers and Cargo for  
the above Ports in connection with the Com-  
pany's S.S. *Mongolia*, 9,500 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement  
will be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London, other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Marmora*  
due in London on the 1st December, 1906.

Parcels will be received at this Office until 4  
p.m. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 6th October, 1906.

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NORTHERN PACIFIC LINE.  
BOSTON STEAMSHIP COMPANY.  
BOSTON TOW-BOAT COMPANY.Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA.VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Shawmut</i>	9,600	E. V. Roberts	24th Oct.
<i>Tremont</i>	9,600	T. P. Garlick	30th Nov.
<i>Pleasant</i>	3,753	F. G. Purinton	
<i>Lyra</i>	4,417	G. V. Williams	

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. *Shawmut* and *Tremont*  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,

Hongkong, 4th October, 1906.

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## SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation .....	20,000	\$125	\$125	{ \$1,000,000 \$10,350,000 \$250,000 \$175,715 \$150,000	\$17 2/472	{ \$1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906 \$2 (London 3/6) for 1903	5 1/2 %	{ \$805 sales London 205.10
National Bank of China, Limited .....	99,915	27	26	{ \$1,000,000 \$147,895	\$74,099	\$2 (London 3/6) for 1903	...	\$47
MARINE INSURANCES.								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,000,000 \$147,895	\$211,540	\$20 for 1904	6 1/2 %	\$320
North China Insurance Company, Limited .....	10,000	215	25	{ \$1,000,000 \$147,895	Tls. 302,053	Interim div. of 7/6 @ ex 2/10-15/16 Tls. 2.62 on account 1905	6 %	Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited .....	10,000	\$250	\$100	{ \$7,000,000 \$240,000 \$211,131 \$115,814 \$509,279 \$800,000 \$61,788 \$15,527 \$1,000,000 \$229,478 \$12,616 \$1,200,028	\$274,271	Interim div. of \$30 for 1905	4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited .....	8,000	\$100	\$60	{ \$1,000,000 \$147,895	\$508,334	\$11 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	{ \$1,000,000 \$147,895	\$344,058	\$6 for 1904	6 1/2 %	\$95
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$1,000,000 \$147,895	\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 buyers
SHIPPING.								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$25	{ \$6,000 \$53,562 \$250,000 \$600,000 \$144,356 \$120,000 \$280,918 \$13,599	\$6,363	\$14 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ \$250,000 \$600,000 \$144,356 \$120,000 \$280,918 \$13,599	Nil.	\$24 for year ended 30.6.1906	6 %	\$42 1/2
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	20,000	\$15	\$15	{ \$250,000 \$600,000 \$144,356 \$120,000 \$280,918 \$13,599	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$26 buyers
Indo-China Steam Navigation Company, Limited .....	10,000	210	210	{ \$250,000 \$600,000 \$144,356 \$120,000 \$280,918 \$13,599	2,412	10/- @ ex. 2/1 9/16 = \$1.69	6 1/2 %	\$73
Shanghai Tag and Lighter Company, Limited .....	200,000	Tls. 50	Tls. 50	{ \$250,000 \$600,000 \$144,356 \$120,000 \$280,918 \$13,599	\$23,136	Interim div. of Tls. 2 1/2 @ 1906	6 1/2 %	Tls. 55 buyers
Do. (Preference) .....	100,000	21	21	{ \$250,000 \$600,000 \$144,356 \$120,000 \$280,918 \$13,599	107,815	Interim div. of Tls. 1 1/2 @ 1906	6 1/2 %	Tls. 104 buyers
"Shell" Transport and Trading Company, Limited .....	1,000,000	21	21	{ \$250,000 \$600,000 \$144,356 \$120,000 \$280,918 \$13,599	5,464	7/- (Coupon No. 6) for 1905	4 %	29 1/2 buyers
"Star" Ferry Company, Limited .....	10,000	210	210	{ \$250,000 \$600,000 \$144,356 \$120,000 \$280,918 \$13,599	5218	{ \$1.50 for year ending 30.4.1906 \$50.75	{ 5 1/2 % 3 1/2 %	\$20 \$20
Taku Tug and Lighter Company, Limited .....	20,000	Tls. 50	Tls. 50	{ \$250,000 \$600,000 \$144,356 \$120,000 \$280,918 \$13,599	13,913	Interim div. of Tls. 2 account 1906	8 %	T. T. 50 buyers
REFINERIES.								
China Sugar Refining Company, Limited .....	20,000	2100	2100	{ \$850,000 \$450,000 \$266,129	\$40,974	Final of \$15 making \$25 for 1905	6 1/2 %	\$152
Luzon Sugar Refining Company, Limited .....	7,000	2100	2100	{ \$850,000 \$450,000 \$266,129	\$132,588	\$3 for 1897	...	\$22 sellers
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	{ \$850,000 \$450,000 \$266,129	Tls. 3,723	Tls. 24 for year ending 30.9.04	...	Tls. 84 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	21	21	{ \$800,000 \$20,000 \$10,000	213,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06 Final of 50 cents making G. 5/- for 1905	7 1/2 %	Tls. 94 buyers
Central Consolidated Mining Company, Limited .....	100,000	G. 5/10	G. 5/10	{ \$800,000 \$20,000 \$10,000	G. 390,050	No. 12 of 1/- = 48 cents	7 %	G. 5/4
Gold Australian Gold Mining Company, Limited .....	50,000	21	21	{ \$800,000 \$20,000 \$10,000	28,745		...	30 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited .....	18,000	225	225	{ \$70,000	\$8,915	\$2 for 1905	4 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	40,000	210	210	{ \$50,000 \$66,160 \$20,000	\$20,040	\$24 for a/c 1906	6 1/2 %	\$94
Hong Kong and Whampoa Dock Company, Ltd. ....	10,000	210	210	{ \$50,000 \$66,160 \$20,000	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$153
New Amoy Dock Company, Limited .....	10,000	210	210	{ \$50,000 \$66,160 \$20,000	\$2,221	\$1 for 1905	5 1/2 %	\$171
Shanghai Dock and Engineering Co., Ltd. ....	15,700	Tls. 100	Tls. 100	{ \$50,000 \$66,160 \$20,000	\$1,397	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 106 buyers
Shanghai and Hongkong Wharf Company, Limited .....	32,000	Tls. 100	Tls. 100	{ \$50,000 \$66,160 \$20,000	\$57,065	Interim div. of Tls. 8 or account 1906	5 1/2 %	Tls. 371 sellers
Yangtze Wharf and Godown Company, Limited .....	2,500	Tls. 100	Tls. 100	{ \$50,000 \$66,160 \$20,000	\$15,568	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	{ \$30,000	none	First year	10 1/2 %	Tls. 102
Star House Hotel Company, Limited (Shanghai) .....	20,000	215	215	{ \$30,000	\$7,418	\$3 for year ended 30.6.1906	13 1/2 %	\$181 sales
Central Stores, Limited .....	24,000	215	215	{ \$30,000	14,719	\$2.40 on \$12 for 1905	...	\$18 buyers
Do. (Founders) .....	123	215	215	{ \$30,000	14,719	7 % on \$71 for 1905	...	\$154 buyers
Hongkong Hotel Company, Limited .....	12,000	250	250	{ \$648,975 \$19,075 \$250,000 \$67,830 \$1,195 \$4,090	\$10,057	\$5 for first half-year for 1906	8 1/2 %	\$115
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	2100	2100	{ \$648,975 \$19,075 \$250,000 \$67,830 \$1,195 \$4,090	\$67,830	Interim div. of \$33 account 1906	6 1/2 %	\$108 sellers
Hotel des Colonies Company, Limited .....	10,000	Tls. 25	Tls. 25	{ \$648,975 \$19,075 \$250,000 \$67,830 \$1,195 \$4,090	Tls. 1,195	Final of 6 % = 10 % for 1905	10 1/2 %	Tls. 15 buyers
Hotel Metropole Company, Limited .....	20,000	2100	2100	{ \$648,975 \$19,075 \$250,000 \$67,830 \$1,195 \$4,090	\$4,090	Final of \$6 making \$10	11 %	\$90 sellers
Munipheys Estate & Finance Company, Limited .....	10,000	210	210	{ \$648,975 \$19,075 \$250,000 \$67,830 \$1,195 \$4,090	\$5,070	80 cents for 1905	7 %	\$124 buyers
Kowloon Land and Building Company, Limited .....	10,000	210	210	{ \$648,975 \$19,075 \$250,000 \$67,830 \$1,195 \$4,090	\$574	\$24 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited .....	10,000	Tls. 50	Tls. 50	{ \$648,975 \$19,075 \$250,000 \$67,830 \$1,195 \$4,090	\$2,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 95 b. n. n. f.
West Point Building Company, Limited .....	2,500	210	210	{ \$648,975 \$19,075 \$250,000 \$67,830 \$1,195 \$4,090	\$772	Interim div. of \$2 account 1906	8 %	\$50
COTTON MILLS.								
Fwo Cotton Spinning and Weaving Company, Ltd. ....	10,000	Tls. 50	Tls. 50	{ \$45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 75 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	15,000	210	210	{ \$45,939	\$21,600	\$14 for the year ending 31.7.06	9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	{ \$100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 70 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$100,000	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 83 buyers
Soy Chee Cotton Spinning Company, Limited .....	7,000	Tls. 500	Tls. 500	{ \$100,000	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 325 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited .....	4,000	\$100	\$100	{ \$284	\$1,066	\$7 for 1905	7 1/2 %	18 1/2
Bell's Asbestos Eastern Agency, Limited .....	8,604	126	126	{ \$19,000	1,097	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited .....	1,200	210	210	{ \$19,000	1,097	\$3 for 1905	9 1/2 %	\$52
China-Borneo Company, Limited .....	60,000	212	212	{ \$19,000	Nil.	\$1 for 1904	...	\$10
China Flour Mill Co., Limited .....	4,000	Tls. 50	Tls. 50	{ \$19,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	13 1/2 %	Tls. 65 sellers
China Light and Power Company, Limited .....	100,000	210	210	{ \$19,000	\$1,219	60 cents for year ended 28.2.06	8 1/2 %	\$9.50
China Provident Loan & Mortgage Company, Ltd. ....	100,000	210	210	{ \$19,000	\$1,581	80 cents for 1905	7 %	\$17
Dairy Farm Company, Limited .....	25,000	27 1/2	27 1/2	{ \$19,000	\$2,864	\$1.20 for year ending 31.7.1905	10 1/2 %	\$19 1/2
Green Island Cement Company, Limited .....	200,000	210	210	{ \$19,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	10 1/2 %	\$19 1/2
Hall & Holtz, Limited .....	21,000	210	210	{ \$19,000	\$20,893	\$24 for year ending 28.2.06	10 1/2 %	\$24 buyers
Hongkong Electric Company, Limited .....	60,000	210	210	{ \$19,000	\$2,568	{ \$1.00 for 10 months ending 28.2.06 1/3 cents for 10 months ending 18.10.05	8 %	\$14 1/2 buyers
Hongkong High-Level Tramways Company, Ltd. ....	1,250	2100	2100	{ \$19,000	\$2,796	Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$225 buyers
Hongkong Ice Company, Limited .....	5,000	225	225	{ \$19,000	\$3,776	\$9 for 1905 on 5 shares	8 %	\$26
Hongkong Paper Manufacturing Company, Ltd. ....	50,000	210	210	{ \$19,000	\$5,813	\$9 for 1905 on 5 shares	7 %	\$27
Hongkong Steam Waterboat Company, Limited .....	15,000	210	210	{ \$19,000	388	Final of 50 cents making \$1 for the year	13 1/2 %	5 1/2 buyers
Maatschappij tot Mijn. Bosch- en Landbouwex- ploitatie in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	{ \$19,000	Tls. 547,500	Third interim div. of Tls. 7 1/2 making Tls. 24 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 237 1/2 sellers
Philippine Company, Limited .....	7,500	210	210	{ \$19,000	Dr. P. 34,324	None	...	55 buyers
Shanghai Gas Company, Limited .....	16,000	Tls. 50	Tls. 50	{ \$19,000	Tls. 16,500	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 125 sellers
Shanghai Horse Bazaar Co., Ltd. ....	5,400	Tls. 50	Tls. 50	{ \$19,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 49 sellers
Shanghai Pulp and Paper Company, Limited .....	4,500	Tls. 100	Tls. 100	{ \$19,000	Tls. 3,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 135
Shanghai-Sum Aza Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	{ \$19,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 95 sellers
Shanghai Waterworks Company, Limited .....	7,200	220	220	{ \$19,000	Tls. 85,592	Interim div. of 15/- for 1-year 1906	...	Tls. 365 sellers
South China Morning Post, Limited .....	7,200	220	220	{ \$19,000	Dr. \$41,934	Interim div. of 5/- for 1-year 1906	...	Tls. 280 sellers
Steam Laundry Company, Limited .....	6,000	225	225	{ \$19,000	\$1,134	None	8 1/2 %	\$6
Tientsin Waterworks Company, Limited .....	20,000	210	210	{ \$19,000	Tls. 1,012	50 cents for year ended 31.5.05	7 1/2 %	Tls. 105 sellers
United Asbestos Oriental Agency, Limited .....	9,000	210	210	{ \$19,000	\$752	Interim of Tls. 4 for year 1905/6	8 1/2 %	\$8
Do. (Founders) .....	100	210	210	{ \$19,000	\$752	{ 70 cents for year ends 31.5.1906 \$99.95	{ 8 1/2 % 6 1/2 %	\$8 \$10
Watson, (A. S.) & Co., Limited .....	90,000	210	210	{ \$19,000	\$7,734	Final of 50 cents making 1/- for 1905	7 1/2 %	\$13
William Powell, Limited .....	15,000	210	210	{ \$19,000	\$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	9 1/2 %	8.70
DIVIDENDS PAYABLE:—								
Canton Insurance Co. ....							120.00	Oct. 20th